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Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept an substitute.

CALIFORNIA FIG SYRUP CO. SAN FRANCISCO, CAL. LOUISVILLE, KY. NEW YORK, N.Y.

THE PASSENGER POOL

Central Traffic Agreement to Go Into Effect on Friday.

Chairman Donald Anxious to Reach an Understanding with Western Lines—East-Bound Shipments.

The Central Traffic Association lines having, during the last week, in New York, completed all their traffic arrangements for a division of east-bound passenger traffic, have set Friday of this week for the day when the divisions shall formally go into effect. Everything has been arranged as far as possible, and from present indications there are no reasons why the thing should not work satisfactorily. Vice Chairman Donald, of the Central Traffic Association, has requested Chairman Caldwell to call a joint meeting of the Western Passenger Association and Central Traffic Association lines, to see if a joint agreement cannot be arranged. No answer has yet been received from Chairman Caldwell, who will probably take up the matter with his own roads before he agrees to any joint meeting.

The Right to Break Bulk.

A recent number of the Railroad Gazette contained an article on the question of breaking bulk, which rather reflected on the management of the Lake Erie & Western, the subject being the late litigation between the Big Four and the Lake Erie & Western. In the Railroad Gazette of April 28 appears an article from George Bradbury, general manager of the Lake Erie & Western, in which he gives his company's side of the case as follows: "Referring to your article in issue of 13th inst., headed 'The Right to Break Bulk,' I think your conclusions wrong because your premises are wrong, probably in error. The Muncie Pulp Company is situated at a station called Industry, located about one and one-half miles south of Muncie, and is directly in the line of our Port Wayne, Cincinnati & Louisville branch. The pulp company obtains its wood from Cairo, Ill., and from Pennsylvania, and the rate from either point to Muncie is the same, whether by the Lake Erie or the Lake Erie & Western. Until recently we had percentage agreements with the Big Four and the Lake Erie & Western, which were canceled by the Big Four company; that company then, by inducements to the pulp company, had the right to break bulk. We declined to receive them, and then the Big Four company, through their attorneys, had the pulp company bring mandatory proceedings, which were granted ex parte, and upon hearing dissolved. The Lake Erie & Western refused to handle cars without breaking bulk to and from the pulp and other industries. It is a simple question of competition or division of the rates between this company and the Big Four. The pulp company is not and cannot be injured by the fact that their shipments are made without breaking bulk."

March Accidents.

The Railroad Gazette of April 28 gives a record of accidents on railways of the United States in the month of March. The statement shows that there were 21 accidents, in which twenty-two persons were killed and eighty-six injured. For the fourth consecutive month the record of accidents has been lighter than in any months of five years past. Only twenty-two persons were killed, and of these five were passengers, and there were no record of a passenger being killed in either February or March, which is remarkable. In commenting on this exception from accidents the Gazette says editorially: "In general it is safe to say that, with fewer trains the chance of accident is less, but whether the chances decrease as rapidly as would appear from the large decrease in accidents is difficult to determine. No doubt the dullness, leading to a decrease of many accidents, has resulted in a decided improvement of the average of ability of the force on many railroads; and besides this, the diminution of the distractions caused by overwork, extra trains, breaking in new men and other usual conditions must and appreciably reduce the number of blunders, whatever the qualifications of the men."

East-Bound Shipments.

East-bound shipments from Chicago last week amounted to 57,289 tons, against 64,932 tons for the preceding week and 60,333 for the corresponding week last year. The roads carried tonnage as follows: Michigan Central, 7,680; Wabash, 5,727; Lake Shore, 8,241.

ANIMAL EXTRACTS

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TESTINE.

In exhaustive states of the nervous system, resulting from excessive mental work; emotional excitement or other causes capable of lessening the force and endurance of the several organs of the body; depression of spirits, melancholia, and the various states of insanity; in cases of muscular weakness, or of general debility; neurasthenia, and all irritable states of the brain, spinal cord, or nervous system generally; in nervous and congestive headache; in neuralgia and in nervous dyspepsia; in weak states of the generative system—in all of the above-named conditions, Testine will be found of the greatest service.

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Fort Wayne, 6,126; Panhandle, 8,349; Baltimore & Ohio, 2,841; Grand Trunk, 1,811; Nickel-plate, 5,188; Erie, 5,330; Big Four, 1,820. Shipments were made up of the following articles: Flour, 3,267; grain and mill stuffs, 21,790; provisions, 1,041; hides, 9,683; dressed beef, 12,557; butter, 1,094; hams, 1,382; lumber, 1,439; miscellaneous, 1,566. Lake shipments during the week amounted to 49,661 tons against 55,192 the week preceding.

Personal, Local and General Notes.

Passengers conductors Marsh and Jones, of the Union Pacific, have been retired from service.

On May 27 the members of the Pennsylvania Voluntary Relief Association will elect the advisory committee for the ensuing year.

Joseph Ramsey, receiver of the Louisville, Evansville & St. Louis, returned yesterday from New York, and will stop over here for a day or two.

S. W. Huston, of the Brooks Locomotive Works, has been appointed master mechanic of the Buffalo & Susquehanna, vice L. T. Johnson resigned.

Joseph Ramsey, Jr., to-day becomes general manager of both the St. Louis bridges and their terminals, the interests being recently consolidated.

D. F. Whitcomb was in Columbus, O., yesterday, on his return from the East, and is expected here this morning to resume service with the Union Railway Company.

The Pittsburg, Cincinnati, Chicago & St. Louis company has completed its extension from Wheeling Junction, via New Cumberland, to a point at Wellsville, O., and will to-day open it for traffic.

Cornelius Vanderbilt and Chauncey M. Depew will be in Cleveland to-day and tomorrow to attend the annual meetings of the stockholders of the Lake Shore, the Michigan Central and the Nickel-plate roads.

Citizens of Logansport are so sure that a receiver will be appointed for the Erie river division of the Wabash, that they have named W. A. Osmer, chief engineer of the Indianapolis, Logansport & Chicago, as the person.

The Chicago & Southeastern has purchased ground in Muncie on which to build a station, and ground on which the company says it will build shops, removing the shops from Lebanon to Muncie when the extension is completed.

The bridge which the Chicago, Burlington & Quincy opens for business, to-day, over the Mississippi river at Alton, Ill., consists of eight spans, double track; six spans of 210 feet each and one of 200 feet and one draw span of 450 feet.

A. C. Wood, private secretary to J. Q. Van Hook, general superintendent of the Big Four, has been offered an excellent position with one of the largest coal and iron works of Alabama, which has its acceptance under consideration.

The Chicago & Eastern Illinois has followed the Chicago & Grand Trunk in adopting a simple common-law bill of lading, and will in the future substitute it for the uniform bill of lading called for by the official classification.

Hon. John C. New, of this city, has been elected president of the Washington & Chesapeake railroad, now being built. J. H. Jackson, president of the Jackson & Sharpe Car Works, at Wilmington, Del., was last week elected one of the directors.

Oliver Adams and H. C. Cole, of New York, who represent the interests of the trusts of foreign capitalists, are in the city looking after their interests in the Louisville, Evansville & St. Louis, which was equipped largely by the trusts they represent.

Saturday was the banner day of April with the Big Four lines. On that date 4,590 loaded cars were handled, against 4,549 on the corresponding day of 1893. On the Erie, 62 loaded cars were handled, against 530 on the corresponding day of 1893.

The subordinate officials and employees on the Vandalla are highly pleased with the recently appointed superintendent of the main line, Harry Miller, and of the Logansport division, E. T. Hatch. They say they are agreeable acquisitions to the Vandalla family.

The closing of the ticket offices in the vicinity of the Union Station is again being agitated, and will come up for consideration at the meeting in Chicago on Thursday. Nothing would please the ticket scalpers on South Union street better than to have these offices closed.

Train 18 over the St. Louis division of the Big Four, in the month of April, arrived at Indianapolis every day, and but once was the Vandalla Train 20 late. The last six months these trains, in fact all of the trains from St. Louis, have made remarkably good running records.

Citizens of New Albany are a good deal exercised that the Louisville, Evansville & St. Louis management has made arrangements to occupy the passenger station of the Pennsylvania Company at that point, thinking that the new passenger station D. J. Mackey promised should be built but not be built by the people now in power.

The directors of the Hannibal & St. Joseph railway (Burlington route) have set aside a half million dollars for the construction of a freight depot in Columbus, Mo. The company has asked for plans of the Big Four depot at Indianapolis, which shows that the new depot is to be a conveniently constructed and commodious in the country.

The Pennsylvania passenger department is about to issue a new form of mileage book, the books to be limited to one year after date of purchase. The company has discovered that mileage of old books on which the limit had expired has been passed into books of new issue and then used. The new form will render such attempts fruitless.

Henry T. Gallup, general superintendent of the Boston & Albany, retired from office to-day on account of ill health, and is succeeded by W. R. Robeson. Mr. Gallup had been on the Boston & Albany for forty-one years, commencing as brakeman, then becoming passenger conductor; in 1880 was appointed general freight agent and in 1888 general superintendent of the road.

The Louisville, Evansville & St. Louis earned in the third week of April, 1894, a decrease as compared with the corresponding week of 1893 of \$7,103. "It seems strange," said a freight office official, "that the decrease in the carrying of a large tonnage than last year that its earnings should foot up so unfavorably, unless, as alleged, the business is carried at exceedingly low rates."

M. S. Conners, superintendent of the Columbus & Hooking Valley, who has been visiting his brother-in-law, dispatchers on the Cincinnati, Hamilton & Dayton for a while, has returned to Columbus, where he is again in charge of the road.

Mr. Conners states that in the ten days prior to the strike of the coal miners there were 6,865 coal cars loaded and loaded, the largest tonnage in like period in the history of the road.

Judge Ewing yesterday dissolved the injunction securing the city of Chicago from tearing up the company's tracks at Sixty-third and State streets. The tracks, which in number, were at once removed by a force of seventy-five policemen, who had been kept in readiness to remove the tracks, and the city disputed the authority of the railroad company to lay the tracks.

The city is expected to remove the tracks in a month ago, when the company secured its injunction.

McCormick, passenger traffic manager of the Big Four, yesterday sent out the following call for a meeting of the general passenger committee of the Chicago & Ohio River Traffic Association territory: "By instruction of general managers of the Louisville, Evansville & St. Louis, Chicago, Chicago, on Thursday, May 3, at 10:30 a. m., for consideration of important questions directly affecting your passenger interests."

D. Russell, superintendent, and H. C. Heinen, treasurer of the Brooks locomotive works, are in the city for a day or two. They are here to bid on the rebuilding of five locomotives for the Peoria & East-St. Louis, and to get reports of the new engines they have placed on the Peoria & Eastern and other Indianapolis roads in the last year. The company makes it a practice to keep track of the first-class locomotives they build, and also to learn from master mechanics where there is room for improvement in their construction. Some of the best engines running into Indianapolis are of the Brooks build.

George M. Pullman, president of the Pullman Palace Car Company, has just returned from a trip to the Pacific coast, and on his return notified General Superintendent Garcelon that he wished that steps be taken to show the conductors and porters, who have been in the company's service over five years their appreciation for their faithful services. There are 40 of these, some of the number having served the company over twenty years, and one for thirty years. In carrying out the Pullman's wishes it has been decided to award to each of such employees who have served five years a "badge" bearing the name of the company, and a similar bar for each additional five years of service. As a further recognition the company will present to each of the conductors or porters who have served ten years or more two uniforms, and a year while they continue service.

John Henry pleaded with Anna, and said, "John H., your words you waste, Your teeth betray a want of taste, Your breath offends me, so I say, Use SOZODONT or stay away."

IMPROVING THE ROAD

Judge Woods's Order in the Louisville, Evansville & St. Louis Case.

Receivers Authorized to Pay Car Rentals, and to Buy New Rails and Bridges.

Judge Woods, of the federal court, has issued several orders directing the receivers of the Louisville, Evansville & St. Louis Consolidated Railroad Company, Messrs. Thomas E. Barrett and James H. Wilson, to pay the Bristol and South Wales Railway Wagon Company (limited), the Union Rolling Stock Company (limited) and Scottish Wagon Company (limited) the rental due on certain rolling stock Jan. 7, 1894, amounting to \$1,968, with interest at 7 per cent, empowering them to renew the leases for the rolling stock and pay a monthly rental of \$3.38 a car, and approving certain other leases for cars, provided that when the receivers carry out their agreement the cars shall under its terms become the railroad's property.

Judge Woods's orders also authorize the receivers to buy five hundred tons of steel rails, at \$26.49 a ton, and 3,500 spikes at not to exceed \$1.32 a hundred, and to enter into a contract with the Edgewood Bridge Company, of Wilmington, Del., for the construction of steel and iron bridges and viaducts at a total cost of \$50,400. These bridges are to be built at three points along the railroad line known as "The Twins," "Golden Hollow" and "bridge No. 4."

The receivers are also authorized to enter into an agreement with the Baldwin Locomotive Company for the payment of the six locomotives now in their hands. They are to give the company a promissory note for \$1,855.30 each for such payment, and take up one note each month for the next three years.

SUED HIS MOTHER-IN-LAW.

A \$10,000 Damage Suit Comes to the Federal Court from Benton County.

A civil action for \$10,000 damages came into the federal court from the Benton Circuit Court, yesterday, on petition of the defendant, Mrs. Ellen S. Terry, who is sued for that amount by her son-in-law for the alleged alienation of his wife's affections. Daniel McMichael is the plaintiff, and he charges that he and his wife, Fanny McMichael, and child were happy and contented until his mother-in-law, Mrs. Terry, induced his wife to leave him and apply for a divorce. He says she used to have her daughter go to Chicago for frequent visits, and prejudiced her to such an extent against him that what had been a happy marriage became a dismal failure. He claims she refused permission to see his child, and, altogether, is damaged \$10,000.

Mrs. Terry, in her answer, denies all the allegations the complainant makes, except the one about her daughter visiting her in Chicago. She says that McMichael did not provide for his wife and child, who, as far as she knows, he never asked to see. The husband's charges, lived in idleness and vice, and made no effort to support his family. She claims she furnished the money for their support.

Burning Case Transferred.

Another Copeland-Burning case was transferred to the federal court yesterday from the Jefferson Circuit Court. This one is the suit of Clara Copeland against William H. Bruning, asking that the probate of the "pretended last will" of her father, John T. Bruning, be denied on the ground that the latter was, at the time of the attempted execution of the document in question, not of sound mind and that he was unduly executed. It leaves Bruning the homestead of 100 acres in Madison, valued at \$10,000, and a life interest in a farm in Indiana, and a \$10,000 life interest in a farm in Indiana, and a \$10,000 life interest in a farm in Indiana.

Her Reputation Injured, She Says.

Sarah Washington, known as "Y. Kate," Washington, began an action in the Superior Court yesterday against Cyrus Russell, whom she avers caused her arrest by the United States marshal a few weeks ago. She alleges that Russell made affidavit charging her with the crime of sending an inmate of the Kentucky Penitentiary, Rhode Island street. The plaintiff claims that the charges were made maliciously, and without foundation, and shows that she was acquitted by United States commissioner Van Buren after a preliminary examination. She was humiliated, degraded and injured in the estimation of her neighbors, she says, and demands damages in the sum of \$5,000.

Says the Speed Was Unlawful.

Charles F. Abright complains of the Citizens' Street-railroad Company, and says that on Aug. 20, 1893, he was injured through the negligence of one of the company's employees. He was driving on North Illinois street and was struck by an electric car, which was traveling at a dangerous rate of speed, and contrary to a city ordinance that says no car shall run at a faster rate of speed than six miles an hour. The plaintiff demands \$5,000.

Street-Car Case Must Wait.

The litigation between the city and the Citizens' Street-railroad Company, in which the city seeks to recover possession of the streets, will probably not come up again in the Marion Circuit Court until after the close of the bank cases in the United States Court. Judge Brown had when it was decided to postpone the argument on the removal of the case to the federal court indefinitely.

Wants a Receiver.

Wayne Van Gilder, of Lake county, recently sued the American Building, Loan and Investment Society of Chicago in the Lake Circuit Court for \$280 and the appointment of a receiver. Yesterday the defendant company had the case transferred to the federal court, claiming that the company is insolvent.

An Aged Woman Insane.

Jennie Johnson, aged eighty years, was declared insane yesterday. She fears that she will be taken to a lunatic asylum, and violence. She lives near the corner of Mills with her husband and three children.

Judge Brown at Noblesville.

Judge Brown was yesterday called to Noblesville to preside over the Hamilton Circuit Court for a few days. On Monday, May 1, he will return to the city, and the civil docket of the Marion Circuit Court.

THE COURT RECORD.

Superior Court.

Room 1—James M. Winters, Judge. Edward L. Mick vs. George W. Bunting. Judgment for plaintiff for \$1,000. Madison-avenue Savings and Loan Association vs. Louisa C. E. Merkle et al.; possession. Judgment for plaintiff for \$5 and possession.

Room 2—J. W. Harper, Judge.

Rosa Moehrmann vs. Charles Moehrmann; divorce. Decree granted plaintiff. The First National Bank of Danville, Ind., vs. Thomas Cassady et al.; suit on notes. Trial for jury. Finding and judgment for plaintiff for \$125.36.

City Ice Company, addition, Walnut street, \$125.

Lloyd P. Altman, frame house 62 Anderson street, \$1,000.

L. M. Cooper, frame house, north Mississippi street, \$1,500.

Insulted by a Tramp.

For several days past Frank Shortridge, who has all the appearances of a commonwealer, has been making himself

obnoxious to pedestrians in the neighborhood of Ninth street and Columbia avenue by asking for assistance and, when refused, he would grow impatient. Yesterday he was refused aid by a lady residing in the neighborhood, whereupon he grew angry and insulted her. Patrolmen Haley and Holt passed on the sidewalk in front at that moment. The lady summoned them and Shortridge was arrested on a charge of vagrancy.

TO PRISON HE GOES.

(Concluded from First Page.)

came in and said he could not find the juror. I told him he didn't have any, and he said he did have a juror. I told him that he had to bring him around the next morning. He said he would show me that he meant business.

TRAP FOR ARMSTRONG.

"I went to the office the next morning at 8 o'clock, and Stannard came into the room, and when he saw me he went back to the door and called Armstrong. We went into the private office. I placed the chairs in position near the north end of the partition and told them to talk loud as I was a little hard of hearing. Stannard spoke up and said that Armstrong was one of the boys, and that he and Stannard had been in this kind of business a number of times before. He said I could bet my bottom dollar on Armstrong every time. I then told to Armstrong: 'You have heard the evidence of the government, and I think I can make a defense so what it will not be much against your conscience to do this.' Stannard spoke up and said: 'Damn the conscience, Armstrong hasn't any.' Armstrong answered that he had lost his conscience several years ago. Armstrong said Stannard told him of our conversations, and I asked him if I could depend upon him to carry out an arrangement between Stannard and I, and he said he would do anything Stannard agreed to. Then I spoke of the third person and Stannard said Mr. Claypool satisfied him. I said I would call Mr. Claypool, and Armstrong said he had better not be present during the conversation with Mr. Claypool and got up to leave. I stepped to the door and called Mr. Claypool, and told him of the arrangement. He repeated the arrangement between Stannard and I, and that was right, and Stannard said it was. Stannard asked when he could see the money, and I told him I had to depend upon my friends for all the money I got, and it might be a little while before I could get the money. I then went to the office of Miller & Winter and the case was before Judge Bannard.

Mr. Kern then took the notes of the stenographer and read them to some of the sentences it contained.

Mr. Kern—"You can't take a promissory note"—who said that?

Mr. Coffin—"Stannard."

Mr. Kern—"This is not a healthy business, and I want to know if I will get my pay for it"—who said that?

Mr. Coffin—"Stannard."

Mr. Kern—"I want \$2,500 if they hang, \$3,000 for acquittal"—who said that?

Mr. Coffin—"Stannard."

Mr. Kern—"I want that man to say he will hang that jury"—who said that?

Mr. Coffin—"I did."

Mr. Kern—"I want to put it on good moral grounds."

Mr. Coffin—"That was I."

Mr. Kern—"Now, Mr. Armstrong, is that square goods? Can I depend upon Stannard's representation?"

Mr. Coffin—"Yes, sir."

Mr. Kern—"Did Armstrong say anything about the second juror?"

Mr. Coffin—"Stannard suggested there was another juror they were confident they could secure. I said I didn't believe it. Armstrong said he thought they could. That was about all he said."

The Court—"Did he name the juror?"

Mr. Coffin—"He showed it to me on a piece of paper."

Mr. Kern—"What was it?"

Mr. Coffin—"Baker."

"I will get it as soon as I can." Whose words are these?" asked Mr. Kern.

Mr. Coffin—"That is I."

Mr. Kern—"That refers to the money?"

Mr. Coffin—"Yes, sir."

Mr. Kern—"Was there any hesitancy on the part of Mr. Armstrong?"

Mr. Coffin—"Not the slightest."

The Court—"Did he express any surprise?"

Mr. Coffin—"Not the slightest."

Mr. Kern—"What led you to believe that he had talked the matter over with Mr. Stannard?"

Mr. Coffin—"He said he had talked with Stannard about it."

James A. Walsh, the stenographer, was the next witness called. He said he saw Armstrong on Wednesday morning coming out of the private office of Mr. Claypool. He had taken the conversation between Coffin, Armstrong and Stannard, which was held in the private office.

Linton Cox was next called to the stand. He said he saw Armstrong on Wednesday morning. He was crossing Washington street, near the corner of Meridian, and about seventy-five feet in front of him was Stannard. He saw him go up in the Blackford building at 8 o'clock and saw him come down at 8:15. He had noticed the time on the street clock in front of Walk's jewelry store. He saw Stannard come out of the building, and Dick Williams, the office boy, both testified that Armstrong and Stannard were in Claypool's office on Wednesday morning.

It was then admitted without proof that Armstrong was a member of the jury in the case of the State vs. Stannard, and that he had been instructed by Judge Baker not to converse with any person, nor allow any person to talk with him about the case.

The government then announced that its case was completed. The only witness introduced by the defense was character witness, Capt. John Beatty, a former resident at Owenburg, Greengarden, who testified that he had known Armstrong for years, and that his reputation for honesty was good, and that since the failure of Armstrong's honesty had been spoken of by a number of people in the vicinity.

George McDaniels, a real-estate agent at Bedford, testified to Armstrong's good reputation for honesty. He had known Armstrong for ten or fifteen years. His reputation had been the subject of discussion because he was in politics. He was township clerk in Owenburg, where he was a member of the building, and Dick Williams, the office boy, both testified that Armstrong and Stannard were in Claypool's office on Wednesday morning.

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DR. E. HADLEY. OFFICE—12 North Pennsylvania street. RESIDENCE—270 North Dearborn street. Office hours 9 to 10 a.